



# **Midway Pacific Highway Corridor**

Public Facilities Financing Plan

Fiscal Year 2005  
November 2004



THE CITY OF SAN DIEGO

(R-2004-1366)

RESOLUTION NUMBER R- 299834

ADOPTED ON NOV 15 2004


RESOLUTION OF THE COUNCIL OF THE CITY OF SAN  
DIEGO APPROVING THE 2005 MIDWAY/PACIFIC  
HIGHWAY CORRIDOR PUBLIC FACILITIES FINANCING  
PLAN.

BE IT RESOLVED, by the Council of the City of San Diego, that it approves the  
document titled "Midway/Pacific Highway Corridor Public Facilities Financing Plan, Fiscal  
Year 2005," a copy of which is on file in the office of the City Clerk as Document No.

RR- 299834

APPROVED: CASEY GWINN, City Attorney

By

  
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06/08/04

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R-2004-1366

R-2004-1367 (comp.)

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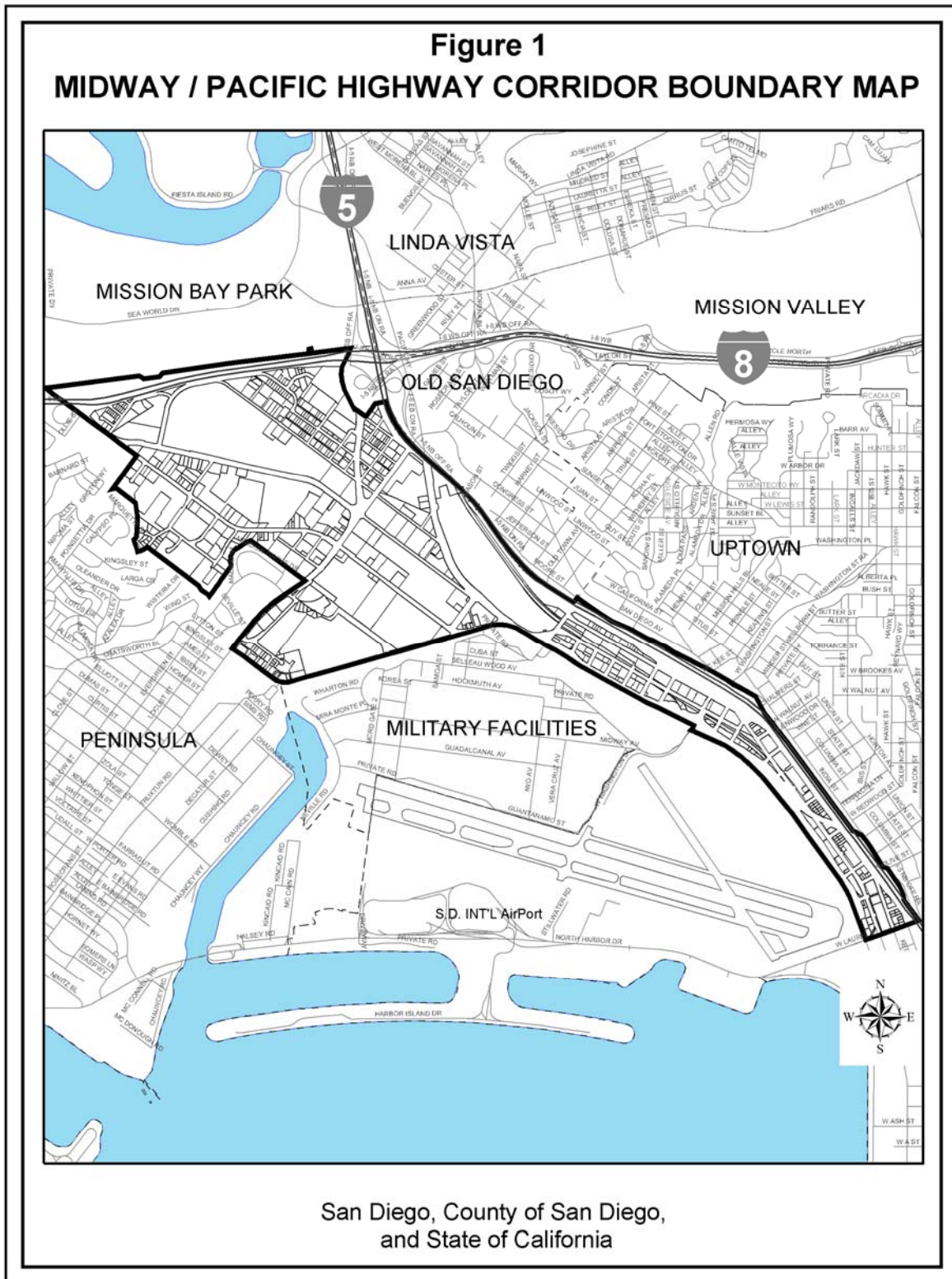
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## COMMUNITY BOUNDARY MAP (FIGURE 1)



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## **Midway/Pacific Highway Corridor Summary**

### **General**

The PROGRESS GUIDE AND GENERAL PLAN for the City of San Diego recommends the division of the City into planning areas, which are designated as Urbanized, Planned Urbanizing and Future Urbanizing areas. Urbanized areas include the central portion of San Diego as well as the remaining older sections of the City. Planned Urbanizing areas consist of newly developing communities. Future Urbanizing areas include land, which is primarily undeveloped.

The Midway/Pacific Highway Corridor Community Planning area is an Urbanized area. This document sets forth the major public facilities needed in the areas of transportation (streets, storm drains, traffic signals, etc.), libraries, park and recreation, and fire stations.

This plan supersedes the previously approved Public Facilities Financing Plan dated June, 1991. The facilities listed in this Financing Plan will be needed over the next approximately twenty years. The Midway/Pacific Highway Corridor Public Facilities Financing Plan is a guide for future development within the community and serves to determine the public facility needs reflected in this document. The City Council has adopted a Development Impact Fee (DIF) to help mitigate the cost of the public facilities necessitated by development in the community. Development Impact Fees for residential development were adopted on August 4, 1987, by Resolution #R-269019, while commercial/industrial Development Impact Fees were adopted on September 14, 1987, by Resolution #R-269274. This document provides the basis for a revision of the impact fees for the Midway/Pacific Highway Corridor Community.

### **Development Forecast and Analysis**

The Midway/Pacific Highway Corridor Community is developing in accordance with the Midway/Pacific Highway Corridor Community Plan. It encompasses approximately 800 acres of relatively flat land, which is situated north of the Centre City area between Old Town and Point Loma. The Community is comprised of two basic elements: the central Midway area and the narrow linear-shaped Pacific Highway Corridor.

The central Midway area consists of an urbanized commercial core containing numerous shopping centers and institutional facilities which cater to the commercial needs of nearby residential and visitor populations. The area is characterized by wide streets, flat topography, and a varied mixture of flat-roofed large and small scale commercial buildings.

The Pacific Highway Corridor, located between Interstate 5 and the Lindbergh Field Airport contains some of the City's oldest industrial areas. The image of the corridor is sharply defined by large scale buildings and unscreened commercial parking lots in the southern portion and a group of smaller scale, low lying industrial buildings located between Witherby Street and Washington Street.

A few multi-family residential complexes are located in the western portion of the community, adjacent to the Point Loma area. This community is characterized by its variety of commercial retail activities, and wide multi-directional traffic intersections.

An analysis of present and projected development, using the SANDAG 2030 Series 10 Regional Model and the Midway/Pacific Highway Community Plan as guides, indicates that, over the next twenty-five year period, approximately 1,746 new residential dwelling units will be constructed and an additional 80,000 sq. ft. of non-residential development will take place. It is estimated that combined residential and non-residential development will result in 214,000 Average Daily Trips at community build-out.

## **Periodic Revision**

To ensure that this program maintains its viability, this plan may be periodically revised to include, but not necessarily limited to City Council changes (amendments) to the Community Plan.

# **Existing Public Facilities & Future Needs**

## **Transportation**

Midway/Pacific Highway Corridor is served by a transportation network, which consists of automobile and public transportation systems, a bicycle system, and a pedestrian circulation system. Provision of adequate transportation facilities has been a continuing process of providing those facilities to support the rate of community development. Additional regional improvements and alternatives to transportation via the private automobile will be necessary to meet the needs of future development.

Transportation improvements in Midway/Pacific Highway Corridor are dictated by traffic volume, level-of-service and completion of street systems. Improvements will be funded through a combination of Development Impact Fees (DIF), grants and other funding sources yet to be determined. Additional details on transportation improvements are provided in Table 1 and in Appendix A.

## **Park and Recreation**

Though located in a highly urbanized region, the Midway/Pacific Highway Corridor has an abundance of nearby open space in the form of existing parkland and beaches. Midway is also the location of the San Diego Sports Arena which draws visitors to the community from throughout the county.

Nearly all of the public parks and recreation facilities used by residents of the Midway/Pacific Highway Corridor lie outside the boundaries of the Midway/Pacific Highway Corridor community planning area. These facilities include the swimming and surfing beaches of Ocean Beach; ball fields in the Mission Bay Park Athletic area; nature trails, viewpoints and tide-pools in the Cabrillo National Monument area; the marine related recreation facilities of Shelter Island and Mission Bay Park; the Old Town State Historic Park, and the ballfield and recreational facilities of the Old Town community.

Due to the nearby regional recreation areas, the community's need for park space is difficult to gauge using standard measures. It is recommended that a joint use park site be developed at the Dewey Elementary School site. It is also recommended that a swimming pool and a recreation center be constructed and shared by Midway/Pacific Highway Corridor, Peninsula and Ocean Beach at a park site to be determined.

## **Fire Protection**

Fire protection for the Midway/Pacific Highway Corridor Community is provided by Station #15, located at 4711 Voltaire Street and Fire Station #20, located at 3305 Kemper Boulevard.

Improvements and expansion of Fire Station #20 is proposed to accommodate assigned crews and an increased amount of equipment and furnishings.

## **Library**

Three San Diego City branch libraries are located within the vicinity of the Midway/Pacific Highway Corridor Community (Ocean Beach, Point Loma and Mission Hills). Midway/Pacific Highway Corridor Community is served primarily by the new 25,890 square foot library, located in the Peninsula Community area at 3701 Voltaire Street which was completed in 2003. It was built to serve both the Midway/Pacific Highway Corridor and the Peninsula Communities.

## **Police Protection**

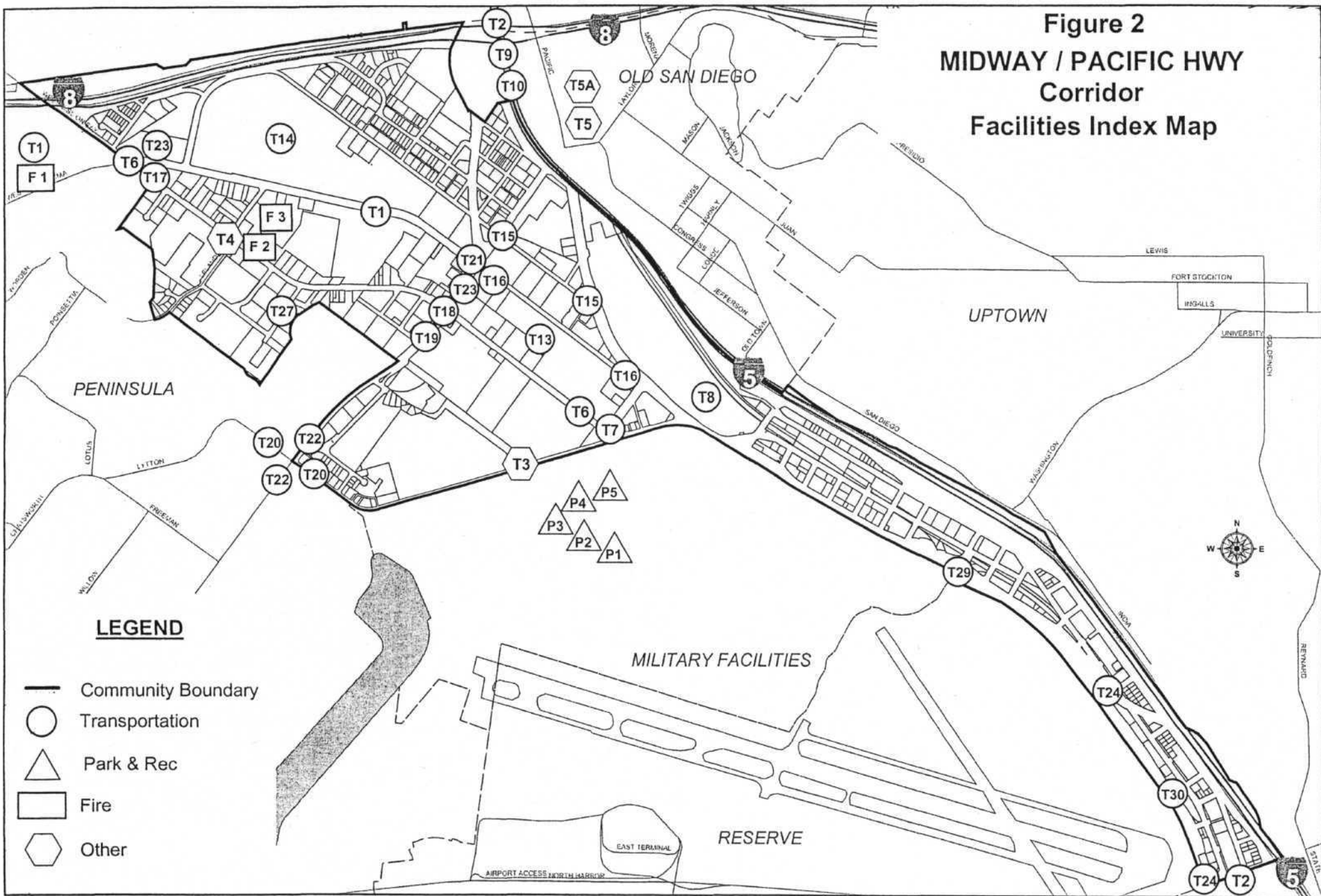
The San Diego Police Department's Western Division Storefront, located at 3750 Sports Arena Boulevard, Suite 3, serves the Midway/Pacific Highway Corridor Community.

## **Summary of Public Facilities Needs**

The following Figure and Table summarizes the facility needs of the Midway/Pacific Highway Corridor Community. Figure 1 illustrates general locations for each of the listed projects. Table 1 reflects both long range needs and those needs reflected in the current Council adopted Capital Improvement Program (CIP). These projects are more fully described in Appendix A.

The projects listed in Table 1 are subject to annual revision in conjunction with Council adoption of the annual Capital Improvement Program budget. Depending on priorities and availability of resources, substantial changes to these projects are possible from year to year.

**Figure 2**  
**MIDWAY / PACIFIC HWY**  
**Corridor**  
**Facilities Index Map**



### Deleted Projects

PROJECT NO.	TITLE	EXPLANATION
T11	Midway Dr/Rosecrans Street Tunnel	Project was deleted because it was part of the North Bay/Peninsula Traffic Project that was recently cancelled by City Council.
T12	Sports Arena Blvd/Rosecrans Street Tunnel	Project was deleted because it was part of the North Bay/Peninsula Traffic Project that was recently cancelled by City Council.
F1	Fire Station #15 Project	Project was deleted because the only facility need was to repair the fire station roof, making it ineligible for DIF.

### New Projects

PROJECT NO.	TITLE	EXPLANATION
T29	Traffic Signal Modifications at the Intersection of Pacific Highway and West Washington Street	This project will remove three (3) existing 8" vehicular Signal heads at the intersection of Pacific Highway and West Washington Street. It will replace them with three (3) 12" SV-2-TA or 12" SV-2-TB pole mounted vehicular signal heads.
T30	Install EVPE Detector at the Intersection of Pacific Highway and West Palm Street	Purchase 3M 452 emergency vehicle (EVPE) cards and 3M 722 EVPE Detectors. Install City-furnished EVPE detectors and EVPE lead-in cable at the location of Pacific Highway and West Palm Street.
T31	Central Interstate 5 Corridor Study	This project provided the study of ground access to Lindbergh Field Airport, ground access to the Marine Terminals and freeway deficiency plan for Petco Ballpark.
T32	Pacific Highway Drain Expansion	This project provided for the replacement of an existing culvert.

**New Projects**

P2	New Recreation Building – Design and Construction	This project will provide for the design and construction of a 15,000 square feet recreation building at a site to be designated.
P3	New Swimming Pool – Design and Construction	This project proposes the design and construction of a 26 meter by 25 yard swimming pool and related facilities.